

SCHOOLSHIP PLEAS HEARD TOMORROW

Leaders of Mercantile and Maritime Life to Urge Appropriation

CALLED VITAL TO STATE

Need of Officers Growing as American Business Interests Grow

Leaders in the mercantile and marine life of Philadelphia will appear tomorrow before the Joint Committee on Commerce and Navigation of Councils, and give their reasons for wanting the city to co-operate with the State in the establishment of a nautical training school.

The schoolship Adams has been withdrawn from commission, and the old sloop is but a memory. Yet the American flag is spreading over the seas; the American merchant marine is reaching unprecedented proportions, and there are not enough American officers to go around.

This scarcity of American officers to command American ships is one of the many problems brought into prominence by the war. In this mind, the Philadelphia Bourse has requested the hearing to be held tomorrow. There will be present representatives of the Bourse, the Maritime Exchange, the Board of Trade, Commercial Exchange and other allied trade bodies. These men will tell why a schoolship should be sent to the State. State's reason from their own broad business experience is that shipowners, ship owners and merchants will urge that the city join with the State in providing a nautical school in which young Pennsylvanians may be trained to follow the sea for a livelihood. State Senator Edwin H. Ware recently introduced a bill into the Legislature providing for an appropriation of \$150,000 by the State that the activities of the Pennsylvania Nautical School Association may be revived, and a schoolship sent to sea once more. This bill contains the proviso that the city of Philadelphia appropriate \$25,000 annually as its share of the expense of operating the ship.

Recent representations having been made to the schoolship appropriation bill, it is now at the Bourse last month and forwarded to Councils April 16. Select Councillor William H. Quigley of the Twenty-eighth Ward, chairman of the Committee on Commerce and Navigation of the upper chamber, arranged for the hearing, which will be in room 101, Chestnut St., at 10 p.m.

George E. Bartol, president of the Bourse, will lead the delegation. Emil P. Albrecht, secretary of the Bourse, and William O. Hempstead, a Bourse director, will also represent that organization. The Maritime Exchange will send J. S. W. Holtom, president; P. F. Hayes and H. T. Burton. The delegation from the Board of Trade will be headed by Alexander C. Ferguson.

Shipping and shipbuilding concerns to be represented at the hearing will be the New York Shipbuilding Company, William Cramp & Sons, Sun Shipbuilding Company, Quigley & Dorn, United Fruit Company and the Merchants' and Miners' Transportation Company.

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"When the Hecht bill has become a law, then we will be ready to act. We have every assurance that the Pennsylvania Railroad will not oppose it. For our information, I am sure the President of the Bourse, and with President Ducey of the Exchange, I feel certain we shall be able to arrange with that company for the taking over of their tracks. What money has been expended by these companies can be paid back to them, and the city railroad. When we are in the position we shall have to offer some facilities that have never possessed and five the railroads business which would not take before."

Vice President Godley, of the Philadelphia Board of Trade, who was chairman of the subcommittee in charge of the movement, said yesterday that after studying the situation of the disconnected links of railroad tracks, which was brought about years ago, other railroads have preempted the river front.

The Board of Trade initiated the move for a comprehensive correction.

Profiting by this experience, Vice President Bartol and Director Webster made a close study of the Public Bell Line in New Jersey, and the model system of the world, and later planned to furnish complete facilities to all shippers over all railroads centering in Philadelphia.

MR. AND MRS. HARMER MARRIED FIFTY YEARS

Celebrate Golden Wedding in House in Which They Were Wedded

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COAL CO. INJUNCTION CASE

Heating Begins in Suit to Prevent the Undermining of Shenandoah

POTTSVILLE, Pa., May 2.—Judge Henry, of Lebanon County, began hearing the injunction suit in which the Home Brewing Company and the various authorities are trying to prevent the Thomas Coal Company, a lessee of the Girard Estate, from undermining Shenandoah.

Besides having been married fifty years, Mr. Harmer has the distinction of having voted the ballot for Abraham Lincoln. The first time was when Lincoln was a candidate for Congress from Illinois, and Stephen A. Douglas. Mr. Harmer, who was born in Philadelphia, spent several years in Illinois before returning to this city for his marriage.

One member of the bridal party besides the principals is still living. She is Mrs. Mary Davis, of Devon, and was bridesmaid for Miss Harmer as Miss Louise Dixey. The Harmers are known to have lived at one of the Philadelphia hotels, sometime with their children, Mrs. Charles R. Jarden and L. Howard Harmer, and five grandchildren.

PUSH PRISON FARM CROPS

Number of Laborers Being Doubled at Jersey State Institution

LEESBURG, N. J., May 2.—Crop-raising on the 200-acre New Jersey State prison farm near this place is to be "speeded up" this season, in line with the country-wide campaign to increase food production. The first lot of 100 men, who will work 10 hours a day, will be put to work this week, and will arrive this week, and plans have been made for doubling immediately the number of laborers on the farm.

Crops have been made for producing an abundance of crops of all kinds on the farm, a large acreage of timber and brush land has been cleared by the convicts during the winter. On the farm, and will be planted large quantities of vegetables.

All of the products raised in excess of what are consumed on the farm will be shipped to the State prison at Trenton or to other State institutions.

Child Hit by U. S. Truck, Dies

John Scarsomka, five years old, 3229 Salmon street, died in the Episcopal Hospital today from injuries received April 6, when he was run over by a United States mail wagon. The accident occurred while he was in front of his home, Morris Fox, forty-four years old, 3264 South Philip street, who was driving the wagon at the time of the accident. The wagon, upon



WILLIAM A. GILDAY
A graduate of the schoolship Adams. This Philadelphian is the type of lad given an opportunity to follow a maritime career when a schoolship was maintained by the city and State.

BUSINESS MEN STUDY CITY BELT LINE PLAN

Keen Interest Displayed in Move for City Ownership, Backed by Mayor

LEGISLATURE TO DECIDE

If It Passes Hecht Measure Councils May Realize Project to Aid Shipping

All business interests in this city are keenly interested in the Hecht bill introduced at Monday's session of the Legislature in favor of municipal ownership of a public belt line.

To promote commerce "via Philadelphia" a joint committee recently took up the belt line problem. With the advice and cooperation of George W. Webster, Director of Wharves, Docks and Ferries, the matter was then placed before legal authorities.

Twenty-seven kindred organizations in Philadelphia are responsible for the movement which resulted in preparation of the bill.

Acting with Mayor Smith's approval, City Solicitor Connolly drafted an amendment to the transit act of 1913 that would permit the city to operate a belt line railroad.

The present company's income has been derived from handling hundreds of other cars over its tracks. The road owns no rolling stock and is therefore known as an operating line. Its income depends on other roads using its facilities.

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ONE OF CITY'S LEADING BAKERS SEEKS TO PRODUCE WAR LOAF AT LOW PRICE

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REAL ESTATE FOR SALE

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DEATHS

BUSCH—April 29, JACOB BUSCH, husband of Carolyn Busch, nee Schwaback, aged 48, died in the General Hospital, relatives and friends. Late services at 2 p.m. Saturday.

CHAPMAN—April 29, JOHN CHAPMAN, son of Peter and Anna Chapman, of Germantown, died at 11 p.m. Saturday.

CLARKIN—May 1, MARY CLARKIN, widow of William E. Clarkin, aged 70 years. Relatives and friends invited to funeral, Fri., 8 a.m. at St. John's Cemetery.

COFFEE—April 29, MARY A. COFFEE, wife of John Coffee, of Germantown, died at 11 p.m. Saturday.

CROWLEY—April 29, CATHERINE, widow of John Crowley, of Germantown, died at 11 p.m. Saturday.

DARRELL—April 29, CATHERINE DARRELL, widow of John Darrell, of Germantown, died at 11 p.m. Saturday.

DEAN—April 29, ROBERT DEAN, son of John and Anna Dean, of Germantown, died at 11 p.m. Saturday.

DEVIN—April 29, CATHERINE DEVIN, widow of John Devin, of Germantown, died at 11 p.m. Saturday.

DODD—April 29, CATHERINE DODD, widow of John Dodd, of Germantown, died at 11 p.m. Saturday.

DRUMMOND—April 29, CATHERINE DRUMMOND, widow of John Drummond, of Germantown, died at 11 p.m. Saturday.

ELLIOTT—April 29, CATHERINE ELLIOTT, widow of John Elliott, of Germantown, died at 11 p.m. Saturday.

FARRELL—April 29, CATHERINE FARRELL, widow of John Farrell, of Germantown, died at 11 p.m. Saturday.

FEARON—April 29, CATHERINE FEARON, widow of John Fearon, of Germantown, died at 11 p.m. Saturday.

FRASER—April 29, CATHERINE FRASER, widow of John Fraser, of Germantown, died at 11 p.m. Saturday.

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